



CITY COUNCIL AGENDA REPORT

MEETING DATE: OCTOBER 4, 2004

ITEM NUMBER:

**SUBJECT: PRESENTATION ON JOHN WAYNE AIRPORT OPERATIONS
BY AIRPORT DIRECTOR ALAN MURPHY**

DATE: SEPTEMBER 27, 2004

FROM: DEVELOPMENT SERVICES DEPARTMENT AND CITY MANAGER'S OFFICE

PRESENTATION BY: DONALD D. LAMM, DEPUTY CITY MGR./DEV. SVS. DIRECTOR

FOR FURTHER INFORMATION CONTACT: DONALD D. LAMM (714) 754-5270

RECOMMENDATION:

Receive presentation and direct questions to Airport Director Murphy.

BACKGROUND:

John Wayne Airport is the only commercial service and general aviation airport located in Orange County. Costa Mesa borders John Wayne airport and departing flights pass over or near Costa Mesa's eastside residential community. Recently, the City has received eastside resident complaints claiming departing aircraft are using Orange Avenue as a flight point of reference. Additionally, with changes to the 1985 Settlement Agreement, plans for expansion of the main terminal, and questions about increased security, City Management invited Airport administration to provide City Council with a status briefing on current events.

DISCUSSION:

City Manager Allan Roeder has invited John Wayne Airport Director Alan Murphy to make a presentation to City Council at your October 4, 2004 meeting. It is staff's desire to make this an informative and positive opportunity for both the Airport and City. As such, staff has requested Mr. Murphy generally address the following:

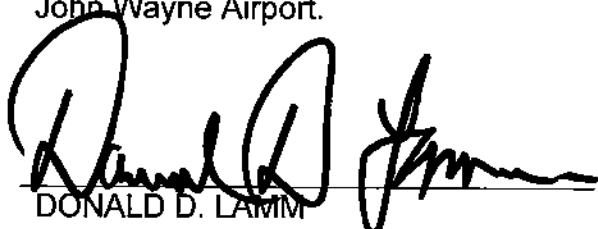
1. A summary review of the 1985 Settlement Agreement including the protections contained therein for surrounding communities.
2. An explanation of changes to the 1985 Settlement Agreement approved in 2002.
3. A status report concerning construction of four additional gates at the main terminal and, if possible, a PowerPoint video presentation of the construction schedule and building architectural renderings.
4. FAA controls imposed by the tower on departing aircraft. Specifically, a PowerPoint video presentation graphically portraying "actual" departing flight tracks and their Internet source accessible by the public; description of "fanning out" departing aircraft; noise monitoring locations and their purpose; and, an overall summary of aircraft departure routes and whether they have been altered subsequent to permanent closure of MCAS El Toro.

5. JWA's commitment to work with Costa Mesa on relocating the ABLE police helicopter fueling operation to JWA.

Attached are informative web pages staff copied from the Airport's website "ocair.com".

CONCLUSION:

John Wayne Airport Director Alan Murphy is scheduled to attend City Council's meeting on October 4, 2004 to provide a status report on airport operations. Mr. Murphy's presentation is intended to address community and Council member concerns and/or questions, and continue to foster a positive working relationship between the City and John Wayne Airport.



DONALD D. LAMM

Deputy City Mgr./Dev. Svs. Director

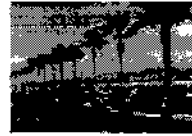
DISTRIBUTION: Allan Roeder, City Manager
Steven Hayman, Assistant City Manager
Thomas Wood, Acting City Attorney
Alan Murphy, JWA Airport Director
George Urch, JWA Director of Public Affairs
City Clerk

ATTACHMENTS: 1. JWA Background Information

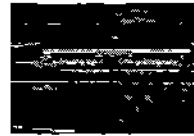
File Name: 100404JWAPresentation

Date: 092804

Time: 0745a.m.



Background/History

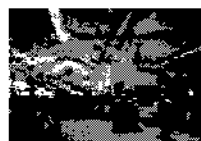


Background

- ◆ John Wayne Airport (SNA) is owned and operated by the County of Orange.
- ◆ John Wayne Airport is the only commercial service airport in Orange County.
- ◆ It is one of only two airports in Orange County to accommodate general aviation.
- ◆ It is located in Santa Ana, 35 miles south of Los Angeles.
- ◆ In 2003, 8.5 million passengers were served at John Wayne Airport.

Airport Improvement Project

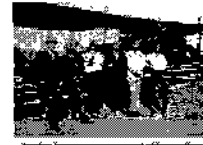
- ◆ The John Wayne Airport Improvement Project included the construction of the Thomas F. Riley Terminal and expanded parking facilities.
- ◆ The Project was the largest public works project in the County's history.
- ◆ Construction began in 1987 and the new terminal opened to the public on September 16, 1990.
- ◆ Architects from Leason Pomeroy Associates, Gensler and Associates and Thompson Consultants International designed the terminal.
- ◆ The Thomas F. Riley Terminal is 337,900 square feet and includes 14 loading bridges, four baggage carousels, two airline club lounges and a variety of food and gift concessions.



- ◆ The new terminal was named after the Fifth District Supervisor whose role in community negotiations advanced the Airport Improvement Project.
- ◆ The total budget for all improvements was \$310 million.
- ◆ Funding for the Airport Improvement Project was derived from general obligation revenue bonds, FAA grants and existing airport revenues.

History

- ◆ In 1923, aviation pioneer Eddie Martin built a private landing strip and founded a flying school on land owned by The Irvine Company.



- ◆ In 1939, the Airport became a publicly owned facility through a land swap between The Irvine Company and the County of Orange.
- ◆ During World War II, the Airport served as a military base and was under control of the federal government. It was returned to the County when the war ended.
- ◆ In 1967, a 22,000 square foot Eddie Martin Terminal was built to accommodate 400,000 annual passengers.
- ◆ Remodeling in 1974, 1980 and 1982 expanded the terminal to total of 29,000 square feet.
- ◆ On June 20, 1979, the Orange County Airport was renamed John Wayne Airport by the Orange County Board of Supervisors to honor the late actor John Wayne.
- ◆ In 1990, the 337,900 square foot Thomas F. Riley Terminal was built to accommodate 8.4 million annual passengers.
- ◆ In 1994, the Eddie Martin Terminal was demolished.
- ◆ In 1999, the east parking structure is expanded to add nearly 2000 spaces and a Ground Transportation Center. The entire \$28 million project is paid for with reserve funds.

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Facts at a Glance

Passengers

	2003	2002	% Change
Total Passengers	8,535,130	7,903,066	8.0
Passengers Enplaned	4,274,960	3,957,565	8.0
Deplaned	4,260,170	3,945,501	8.0

Air Cargo

	2003	2002	% Change
Tonnage	15,406	15,646	-1.5

Aircraft Operations

	2003	2002	% Change
Total Takeoffs & Landings	349,124	368,627	-5.3
General Aviation	249,551	274,603	-9.1
Commercial	83,927	84,597	-0.8
Commuter	15,485	9,265	67.1
Military	161	162	-0.6

Historical Commercial Passenger Volume

Year	Passengers	Change
1990	4,586,596	+ 1.60
1991	5,345,284	+ 16.50
1992	5,672,603	+ 6.10
1993	6,141,981	+ 8.30
1994	6,773,977	+ 10.30
1995	7,159,154	+ 5.70

1997	7,718,415	+ 5.60
1998	7,460,179	- 3.3
1999	7,470,415	+ 0.14
2000	7,772,801	+ 4.0
2001	7,324,557	-5.7
2002	7,903,066	+7.9
2003	8,535,130	+ 8.0

General Information

Acres	500.82
Runways	2
Commercial Runway	5,700 feet
General Aviation	2,887 feet

Air Carriers

Commercial	12
Commuter	3
All-Cargo	2
Aircraft Tiedowns	606

Parking

Public Parking Lots	5
Parking Spaces	7,662
Curb Side Valet Parking Spaces	350

Employees

Airport Employees	135
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Settlement Agreement and Access Plan

The Board of Supervisors adopted a Master Plan for the improvement of John Wayne Airport on February 26, 1985. The County, in cooperation with the FAA, prepared and certified EIR 508/EIS which identified (i) impacts of the proposed improvements and (ii) mitigation measures.

A Federal Court settlement was signed in 1985 by the County of Orange, the City of Newport Beach, the Airport Working Group (AWG), and Stop Polluting Our Newport (SPON). The Settlement Agreement formalized consensus reached between the County and the local communities on the nature and extent of airport improvements and defined operational and capacity limitations on those improvements.

Key Provisions of the Settlement Agreement

- Term:** Phase 1: April 1, 1985 through March 31, 1990.
- Phase 2: April 1, 1990 - or the date of the opening of the new passenger terminal, whichever came later - through December 31, 2005. (Phase 2 formally began on October 1, 1990.)
- Phase 1:** A maximum of 55 average daily departures (ADDs), no more than 39 of which may be operated with Class A aircraft. A maximum of 4.75 million annual passengers during any Plan Year (April 1 - March 31).
- Phase 2:** A maximum of 73 average daily departures (ADDs) are permitted which include 39 Class A ADDs and 34 Class AA ADDs. Additional Class E departures are permitted without limitation. The passenger service accommodated by Commercial Carrier Class A, AA and Class E aircraft departures and associated arrivals is limited to 8.4 million annual passengers (MAP) during any Plan Year.
- Curfew:** Curfew to remain in effect which restricts departures to the hours of 7 a.m. to 10 p.m. Monday-Saturday and 8 a.m. to 10 p.m. on Sundays. Arrivals are allowed until 11 p.m., Monday-Sunday.
- General Aviation:** County to maintain an ordinance to exclude from John Wayne Airport general aviation aircraft which generate greater noise levels than those permitted for commercial air carriers.
- Facility:** Total passenger terminal size not to exceed 337,900 square feet.

Total interior floor space not to exceed 271,000 square

feet.

Total number of loading bridges not to exceed 14. No more than nine loading bridges may serve B767 aircraft - the design aircraft.

Total departure lounge area not to exceed 37,000 square feet. A departure lounge may serve only one loading bridge.

Total parking spaces may not exceed 8,400. No parking structure may have more than four levels.

Financing: County to establish and maintain a rate and fee structure which ensures that the Airport shall be self-supporting.

Litigation: City of Newport Beach shall, at City's expense, join County in defending EIR 508/EIS in any pending/future litigation.

Airport: Future County shall not prevent a qualified entity or consortium from seeking funding for studies concerning a site for an additional airport.

AMENDMENT TO THE 1985 SETTLEMENT AGREEMENT

To address an interest in extending environmental protection for the community and the growing demand of aviation services, the original settlement agreement was re-examined by the original signators. A new modified amendment was designed to facilitate the current and future forecasts of increasing travel demands, while maintaining an environmentally sensitive facility.

JWA received a letter from the Federal Aviation Administration (FAA) in 2002, which concluded that the modifications to the amended John Wayne Airport Settlement Agreement are fully consistent with applicable federal law. Shortly thereafter, JWA received the necessary court order signed by the Honorable Terry J. Hatter, Jr. of the Central District Court of California to fully implement the new agreement.

Key provisions of the Settlement Agreement:

- Maintains the curfew until December 31, 2020.
- Increases in permitted passenger service levels from 8.4 to 10.3 Million Annual Passengers effective January 1, 2003, and 10.8 Million Annual Passengers effective January 1, 2011 through December 31, 2015.

- The amendment permits JWA to construct up to six additional passenger-loading bridges.
- An increase in the number of noise regulated flights allocated to passenger commercial carriers from 73 average daily departures to 85 average daily departures.
- The flexibility to allocate two additional daily cargo flights to passenger carriers on a temporary basis.

This unique collaboration recognizes the needs of the community, while simultaneously balancing the needs of the traveling public. JWA has the ability to continue providing optimal service to Orange County's traveling community while establishing the necessary framework to grow with Orange County's blooming business and tourist industry.

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